**Extension of railway line in Gujarat**

2568. SHRIMATI ANANDIBEN JETHABHAI PATEL : Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received any representation from the Gujarat Government regarding extension of railway lines to Along ship-breaking yard, Pipavav Project and conversion of metre gauge lines into Broad gauge in other port towns; and

(b) if so, what arc the details of action taken by Government in this regard?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) Yes Sir.

(b) A survey has been taken up for conversion of Surcndranagar-Bhavnagar MG line into BG and extension of the converted line to Pipavav *via* Alang.

**पटना में आरक्षण व्यवस्था**

**2569. श्री आस मोहम्मद:** क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

**(क)** क्या गत तीन वर्षों के दौरान पटना में आरक्षण व्यवस्था के संबंध में सांसदों ने कोई शिकायत की है;

**(ख)** यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

**(ग)** इस संबंध में सरकार द्वारा क्या कार्रवाई की गई है?

**रेल मंत्री (श्री सी०के० जाफर शरीफ़):** (क) से (ग) पिछले तीन वर्षों के दौरान विभिन्न संसद सदस्यों से चार शिकायतें प्राप्त हुई थीं और उनके द्वारा बताई गई कमियों में सुधार कर दिया था और सुझावों पर उचित कार्रवाई की गई थी।

**Re-Deployment of casual labourers in Southern Railway**

2570. SHRI S. MUTHU MANI : Will the Minister of RAILWAYS be pleased to state:

(a) how many former casual labourers of Southern Railway have been reengaged in pursuance of the judgement of CAT, Ernakulam dated the 24th May 1989 in TA No. 211/87;

(b) how many former casual labourers are yet to be re-engaged pursuant to the above judgement; and

(c) whether it is a fact that there were complaints of discrimination in giving employment to ex-urcasual labourers, in the light of the above judgement; and

(d) if so, the details of the seniority of those former casual labourers who are beneficiaries of the said judgement?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) No casual labour has been re-engaged in pursuance of the judgement of CAT, Ernakulam dated the 24th May, 1989 in TA No. 211/87.

(b) Five

(c) A letter dated 19-4-94 was received earlier from the Hon'ble M.P., Shri S. Muthu Mani in this regard.

(d) The information is being collected and "will be laid on the Table of the Sabha.

**मुंबई वी०टी० स्टेशन पर स्थानीय टिकट काउंटर**

**2571. श्री गोविन्दराव आदिक :** क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि मुंबई वी०टी० स्टेशन पर लोकल टिकट काउंटरों की अपर्याप्त संख्या की वजह से यात्रियों को टिकट के लिए लाइन में खड़ा होना पड़ता है;

(ख) यदि हां, तो क्या वहां पर यात्रियों की बढ़ती संख्या को देखते हुए सरकार लोकल टिकट काउंटरों की संख्या बढ़ाने का विचार रखती है;

(ग) यदि हां, तो तत्संबंधी ब्यौरा क्या है; और

(घ) यदि नहीं, तो इसके कारण क्या हैं?

**रेल मंत्री (श्री सी०के० जाफर शरीफ़) :** (क) से (घ) बंबई वी०टी० स्टेशन पर उपनगरीय कार्ड टिकट, सीजन टिकट तथा अनारक्षित टिकटें जारी करने के लिए 32 बुकिंग खिड़कियां पहले से कार्य कर रही हैं सामान्यतः इस स्टेशन पर सम्हाले जा रहे यातायात के मौजूदा स्तर के लिए इन्हें पर्याप्त समझा जाता है। प्रतीक्षा

समय में कमी करने के लिए माइक्रो प्रोसेसर पर आधारित स्वतः मुद्रण टिकट मशीनों की भी व्यवस्था की गई है।

**Operational losses in suburban sectors of Zonal Railways**

2572. DR. B.B. DUTTA : Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Suburban Sector of Western Railway has been showing profits for last three years, but the Central Railway, Eastern Railway, South Eastern Railway are showing continued operational losses on their suburban sectors;

(b) if so the details thereof;

(c) the reasons for such losses; and

(d) the steps taken to improve financial position of these Railways?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) Yes, Sir.

(b) Railway-wise profit/loss is as under:—
(Figures in Crores of Rs.)

| Railways | 1991-92 | 1992-93 | 1193-94 |
|---|---|---|---|
| Western Railway | (+) 24.91 | (+) 49.95 | (+) 63.88 |
| Central Railway | (−) 07.81 | (−) 07.13 | (−) 10.33 |
| Eastern Railway | (−) 150.64 | (−) 155.85 | (−) 151.49 |
| South Eastern Railway | (−) 32.23 | (−) 45.07 | (−) 42.23 |

(c) The main reasons for loss on Eastern, Suth Eastern and Central Railways arc:—

(i) Higher route Kilomctragc than Western Railway as against lower number of originating passengers as well as passenger kilometres resulting in poor occupancy ratio.

(ii) Since fares of monthly season tickets are equivalent to only 23 to 9 single journeys, the possibility of reaching a breakeven point is remote unless high occupancy ratio is achieved. The possibility of higher incidence of ticketless travel contributes to poor occupancy ratio.

(d) It has been proposed to increase the MST fares in budget for 1995-96 so as to recover fares equivalent to 25 to 11 single journeys at different distances. This is expected to reduce loss on suburban services. Adequate number of Self Printing Tickets Machines are installed and ticket checking strengthened so that ticketless travellers are minimised, availability of ticket is improved and leakage of revenue is curbed.

**Market borrowings by the railways**

2573. DR. B.B. DUTTA : Will the Minister of RAILWAYS be pleased to state:

(a) the targets set for market borrowings by the Railways during 1994-95;

(b). whether the target has been achieved;

(c) if not, the reasons therefor; and

(d) the impact of the shortfall on plan projects?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF):
(a) Rs. 1050 crores.

(b) No, Sir. Upto 28-2-95, an amount of Rs. 206.50 crs. could be raised.

(c) It has not been possible to achieve the target so far owing to tight money market conditions.

(d) To provide sufficient funds for acquiring Railway Assets, the IRFC provided an amount of Rs. 520.75 crores from its own internal resources, making the total provision so far to Rs. 727.25 crores. Arrangement for providing Rs.